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THE HONGKONG DISPENSARY,
 Hongkong, 31st August, 1888.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 3, 1888.

TELEGRAMS.

(Reuter.)

PEACE PROSPECTS.

LONDON, September 30th.
 Sir James Fergusson, Political Secretary to the Foreign Office, speaking at Manchester, expressed confidence in the maintenance of peace.

THE LATE NAVAL MANOEUVRES.
 A committee of Admirals, consisting of Admiral Sir W. M. Dowell, Lord George Hamilton, and Rear-Admiral Sir F. Richards, has been appointed to report on the late manoeuvres.

(From *Straits Times*.)
FRANCE AND THE MARQUESAS ISLANDS.

PARIS, September 22nd.
 The French Government has not received any official communication regarding the affair at the Marquesas and doubts there having been any fighting.

SUAKIM.

SUZZ, September 25th.
 Deserters report that the rebels besieging Suakim are two thousand strong. A deadly fire from the *Gannet* and forts yesterday drove their cavalry into the bush and silenced the firing from the trenches.
 French and Italian men-of-war have arrived. An attack on the town is expected to take place on Friday (Sept. 28th).

LOCAL AND GENERAL.

H.M.S. *Firebrand* returned to Singapore from a cruise on the 22nd ult.

THE Austro-Hungarian frigate *Fasana*, Capt. E. von Wohlgemuth, arrived this afternoon from Amoy.

THE new steamer *Baltambang*, of the Messageries Fluviales de Cochinchine, has had her trial trip off Belle-Ile, near Lorient, France.

A REGULAR meeting of Zetland Lodge, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE General Managers (Messrs. Jardine, Matheson & Co.) inform us that the Indo-China Steam Navigation Co.'s steamer *Wingang*, from Calcutta, left Singapore on the 1st inst. for this port.

We are requested to state that gentlemen wishing to play in the opening Cricket Match on Friday and Saturday next must sign the list before noon to-morrow. Lists will be found in the Hongkong Club and Cricket Pavilion.

We call the following from a Society paper brought by last mail:—"The marriage between the Hon. Slingaby Bethell, C.B., and Miss Laura Beatrice Maunsell, eldest daughter of the Rev. F. D. Maunsell, Rector of Symondsburry, Dorset, will take place on Sept. 6th."

MESSRS. Adamson, Bell & Co. inform us that the silk per steamship *Batavia* arrived in New York on the 27th Sept. and the tea on the 1st inst., twenty-six and thirty days respectively from Yokohama. The steamship *Duke of Westminster* which left Hongkong on the 20th August and Yokohama on the 14th Sept., arrived in Vancouver on the 30th Sept.

THE Singapore *Free Press* states that no less than sixteen steamers arrived at that port on the 23rd ult. The Blue funnel steamer *Priam* arrived from Jeddah with 538 pilgrims on board, followed shortly afterwards by the *Antenor* of the same line with 445 more. The *Antenor* went to quarantine having two cases of small pox on board. Five deaths amongst the pilgrims occurred during the voyage. The Norwegian steamer *Stanley* arrived from Batoum with a cargo of 55,053 cases of Russian petroleum consigned to Messrs. Huttenbach Bros.

THE ridiculous report published by the *Daily Press* that the proposed public company, "Dakin Brothers of China, Limited," had fallen through has been copied by all the papers in China. It is scarcely necessary to say that there was never any such rumour current in the colony. The *canard* was started, harmlessly enough no doubt, by a shareholder in a rival concern, and if we except "Brownie," it attracted no notice whatever. There can, however, be very little doubt that the Hongkong and Shanghai Bank supporters of "Dakin Brothers of China, Limited" have found it necessary to retire from the prominent position they occupied as original promoters.

We are requested to state that during the Winter the departure of the German Mail steamers has been arranged to take place on Sundays at 10 a.m. The next homeward bound steamer, the *Nackar*, leaves on Sunday, the 28th inst. as per advertisement in another column.

THE Singapore *Straits Times* of the 24th ult. is informed that of late the road to Teluk Blangah is rendered unsafe to those who travel by ricksha owing to the Malays there having adopted the practice of amusing themselves by laying ropes, sticks and other obstructions across the road whenever a ricksha is sighted. During the past few nights, says our contemporary, several of these vehicles have been overturned, the drivers falling flat on the ground, and the occupants getting a nice somersault.

MACAO news to hand this forenoon is to the effect that an incipient mutiny manifested itself yesterday among the time-expired men and African contingent who were to embark on board the transport *India* for Lisbon and Timor respectively, both bodies of men refusing to proceed on board, probably, scared by the cholera catastrophe which befell the passengers of the *India* on her previous homeward trip. Owing to prompt repressive measures adopted by the military authorities, the revolt is said to have been nipped in the bud. It is rumoured that Senhor Basto, the well-known advocate, will be appointed Secretary to the Government Council which is to assume the reins of Government pending the arrival of the Governor. Senhor Firmino da Costa has not yet transferred his powers to the Council, but is expected to do so to-day in compliance with the telegraphic orders received from Lisbon. It appears that he has been strongly censured by the Colonial Office for having undertaken the trip to Timor when the Public Treasury was in a sad plight. Senhor Thomaz da Reza has finally accepted the post of Minister to the United States, and was to proceed to Washington at the latter end of last month. Senhor Teixeira da Silva, the new Governor of Macao, was formerly Governor of Timor, where he distinguished himself by ordering Timorese to be shot, in contravention of the laws in force in Portugal and the Colonies. He is said to have been recalled from Timor, years ago, on that account, and then transferred to Guiné. He is a Rear-Admiral of the Portuguese Navy, and a sexagenarian. Ex-Governor da Costa is preparing to leave Macao for Lisbon by the mail of the 16th inst. The *Independent* of yesterday's date affords a good sample of gutter language in its persistent attack against Senhor Basto and the members of the Municipality. That servile Government organ only mentioned Governor da Costa's recall and the Colonial Secretary's dismissal, making no comment on either case.

The following telegram, says the *Straits Times*, shows the strained relations between Bench and Bar at Rangoon:—Rangoon, September 5th.—The Recorder of Rangoon, Mr. McEwan, has suspended Mr. Moylan, Barrister and *Times* correspondent, for having, as he considered, cast imputations on the impartiality of the Court, and falsely denied thereafter doing so when given an opportunity of apologising for his language. This matter arose out of a passage of arms between counsel in a case heard before the Recorder on Friday last, when Mr. Moylan objected to Mr. Lewis, the opposing counsel, interrupting the interpreter, and also to Mr. Lewis going up to the Bench and showing a document while Mr. Moylan could not see what was being shown or explained. When the objections were overruled Mr. Moylan remarked, "Mr. Lewis is allowed to do what no other Advocate is allowed to do because you know him at home," and asked the Recorder to note his objections. The matter passed off, and the case continued for an hour. On Monday, three or four days later, the Recorder, to every one's surprise, stated that Mr. Moylan had impugned the motives of the Court on a former occasion, and he asked him to explain or apologise for his objectionable language. Mr. Moylan stated that he had no recollection of using words bearing the construction put to them by the Court. The Court refused to allow its records to be controverted. Mr. Moylan then said that if the Court insisted he used such language he would certainly consider it his duty to withdraw the words and apologise, though he had no recollection of them. The Recorder intimated that he would pass orders later. To-day, in suspending Mr. Moylan, the Recorder spoke with some severity. The hearing was fixed for the twelfth for Mr. Moylan to show cause why his license to practise under the Burma Courts Act should not be revoked. Sympathy is felt for Mr. Moylan, and it is considered that the Recorder has placed himself in a false position. The Recorder has also called upon the proprietor of the *Rangoon Gazette* to show cause why he should not be committed for contempt for commenting in a derogatory manner upon the incident.

We call the following from the *Japan Mail* of the 27th ult.—Some difference of opinion that has arisen between Mr. Kusaka, Prefect of Nagasaki and the Chinese residents of that port has culminated in the despatch by the latter of two representatives to Tokyo in order to lay the case before their Minister. It seems that last year the Prefect brought before the Consulate the question of abolishing, on sanitary grounds, the practice of burying the dead within the precincts of the town. The Russian and Chinese Consuls replied that they had no objection to the closing of the cemetery in the town, as graveyards were already formed at Inasamura. As the other Consuls also indicated their assent to the arrangement, no further interments took place in Nagasaki. Last month, however, the Chinese Consul, when spoken to on the subject by the friends of a Chinaman who was then at the point of death, is said to have informed them that, except in cases of cholera, interments could take place in the city cemetery. The body of the Chinaman, who in due course expired, was therefore conveyed to the burying ground at Suikokuji, and was about to be buried there when the police interfered and put a veto on the proceedings. The friends of the deceased at once applied to their Consul, who referred to the Prefect, but Mr. Kusaka merely called attention to the fact that the decision to close the cemetery bore the signature and seal of the Consul's predecessor, and expressed his surprise that any objection should be raised now. On learning of the stand taken by the Prefect the Chinese residents laid before the Consul a memorial signed by the representatives of delegates and thirty-five leading men, urging that the four temples of Fokusaji, Jyokukoji, Suikokuji, and Kofukoji were, with the permission of the Japanese Government, built at an early period of Japanese and Chinese commerce, for the use of the Chinese residents, and as up to the present several thousand years have been yearly contributed for their maintenance, it is highly inconvenient to have the grounds closed against interments, and a special license should be granted in the matter. This protest was again referred by the Consul to the Prefect, who met it with a refusal, and the Chinese to despair have decided to lay the matter before their Minister.

Sir Hugh and Lady Low left Singapore on the 26th ult. in the B. I. S. N. Co.'s steamer *Africa* for Penang on their return to Kwalla Kangsa, Perak.

THE *Commercio Gazette di Genova* of the 25th August states that the British Government has notified that, at the following ports only one foreign transport of war or vessel having on board troops will be allowed to enter at a time:—Singapore, Colombo, Port Royal, Hongkong, Esquimaux, Barrard's Inlet, Bermuda, Halifax and all the Australian ports.

THE *Straits Times* publishes a second telegram relating to the rejection by China of the treaty lately negotiated at Washington by the Chinese Plenipotentiary and Secretary Bayard. It is dated Washington, September 22nd, and it reads far better than Reuter's cable message from London, of the same date, published in our issue of the 25th, to the effect that "The United States Government has officially notified China of the rejection of the Treaty." The Washington telegram says: "The United States Government has officially notified that China has rejected the Treaty."

THE *Missionary Muddler* has a good deal more to learn of science than our observers have to about typhoons, apparently. The other night it gravely left itself off by stating that in the late typhoon "the smell, too, of electricity, like the smell of burning sulphur, was so intense at the centre as to cause an overpowering sensation of suffocation," and goes on to narrate how the stench turned the prevailing wind. We saw the electricity that smelt so; it was in China, and being conveyed under the disguise of phosphorus. Well, well; what we do learn. "The smell of electricity!" Hi-yah!

SAYS the *Straits Times* of the 26th ultimo:—"Among the passengers by the P. & O. steamer *Hydaspes* are Mr. W. Ridley, C.E., accompanied by two members of the engineering staff, which is to be employed on the survey of the proposed railway from Johore Bahru to the northern boundary of the Johore territory. The remainder of the staff will arrive by the Holt Line steamer which is due in a week or two. Mr. Ridley (on behalf of the concessionaires, Sir Andrew Clarke and Messrs. Punched, McGowan and Lowther) will proceed to the court of the Sultan of Johore, and then, after seeing the survey begun, will go to Siam, where the same concessionaires are carrying out the survey and exploration contract, the text of which we printed in our issue of the 5th inst. In this connection, it may be noted that the actual construction of the Johore railway must be commenced within a year from now, failing which the concession lapses."

NOTHING shows more forcibly the desperate condition of the neighbouring colony of Macao, as far as its finances, its shipping and trade are concerned, than the absurdly excessive taxes the Portuguese Government levies on the tonnage of foreign ships and steamers that enter that interminable series of mud-banks and oyster-beds cleft the harbour of the Holy City. We have often heard the Portuguese clamour against Hongkong drawing away all the trade from the shores of their colony. The clamour would have been justified, had the Portuguese ships, merchants and capital in sufficient quantity to carry on the distributing trade of the Far East, and had Macao a harbour adapted to all the trading requirements. As both these factors are nonexistent, the wonder is that any vestige of trade and shipping should still linger in the neighbouring colony. To these undesirable circumstances must be added the onerous system of taxation on shipping which the Portuguese Government has lately adopted in Macao. It was a measure calculated to replenish the empty treasury of a rusty old city; that it will ultimately drive away that little remnant of shipping which still exists there is almost a matter of certainty. The facts are these: Ships entering the harbour of Hongkong, with the exception of the Steamboat Company's steamers and the junks, which are exempt, pay, as light dues one cent per ton. Taking the dollar at the rate of 850 Portuguese reis, the tax amounts to 84 reis per ton. In Macao, by virtue of the tariff annexed to the Decree of 21st October, 1884, a tax has been enforced amounting to 50 reis per ton, or nearly six times as much as the sum levied here. By the new Macao Harbour Regulations dated January 19th, 1887, this tax on shipping was reduced to one cent per cubic metre. As a ton is equivalent to 2.83 cubic metres, it follows that by the new regulations the tax has been reduced to about 21 cents per ton, or above twice the tax charged here. However, on some doubts having subsequently arisen as regarded the interpretation of the new tariff, the Macao Government ordered the old tax to be again enforced, and thus every ship or steamer now entering that succession of shoals, mud-banks, crab and oyster-beds, which we all know to be the appendages of the Holy City, have again to pay 50 cents per ton as light dues. We are told the Hongkong Canton, and Macao Steamboat Company's steamers are under the obligation of paying this abnormal and highly ridiculous tax whenever they go on an extra trip to the Holy City, that no less than 850 or 900 is charged on such vessels as the *Falshan* and the *Honam*, and that this has been considered by the Company to be a sufficient reason not to send any more excursion steamers to Macao. Yet under these deterrent circumstances to shipping and trade, we hear the Macao papers incessantly bragging about the advisability of drawing the trade of the West River to the shores of the Holy City, about starting a system of steam communication between Timor, Mozambique and Goa, and other dreamland nonsense! Judging by the recent events which have occurred in the neighbouring colony we are fully convinced that the only desideratum of that fertile dependency of the Portuguese Crown, is not only to have its laws, its shipping regulations and its system of taxation remodelled on more equitable bases, but to have its very system of Government torn up by the roots, and a properly constituted municipality invested with full administrative, financial and international powers and privileges.

TESTIMONIAL TO MR. W. ROSS.

We have been favoured with a copy of the following letter forwarded to Mr. Ross by Mr. J. B. Coughtrie on behalf of the Insurance Companies of Hongkong:—

Hongkong, 26th September, 1888.

To Mr. William Ross,

Present.

Dear Sir,—In congratulating you upon your recent liberation from Hospital after eight months' confinement owing to the severe injuries you received in December last, I feel that I only embody the sense of gladness and satisfaction shared by the whole community at your happy recovery.

spontaneous desire to testify in a tangible manner to the esteem in which you were held became very evident.

As a fireman, and the head of the Volunteer Fire Brigade, you were most generally known, and in that connexion you met with your accident. It was fitting, therefore, that the Insurance Companies, who have for 14 years benefited greatly through your voluntary exertions and unselfish example, should take the lead in the movement that resulted. A fund, called "The Ross Testimonial Fund," was headed by the "Hongkong" and "China" Fire Insurance Companies, and nearly all the English and Foreign Fire Insurance Companies represented in the Colony followed on. At the same time additions to the fund from private sources, some of them anonymous, were made, but in deference to views you were known to have expressed no publicity was given to the movement, and probably to this day some persons and firms are unaware of it. As Honorary Treasurer of the fund I have now the pleasure to perform a final duty and hand you a Pass Book showing an amount at your credit in the Hongkong and Shanghai Bank of Nine Thousand Three Hundred and Twenty Five dollars, which, it is hoped, you may be pleased to receive with the very best wishes of the subscribers for your complete recovery and the enjoyment of many happy years.

I remain, Dear Sir,
 Yours faithfully,
 JAS. B. COUGHTRIE.

The following is the list of subscribers to the Fund:—

The Hongkong Fire Insurance Co., Limited	5,000
The China Fire Insurance Co., Limited	5,000
Admiral's Office, Hongkong	100
Singapore Insurance Co., Limited	500
Sun Fire Office	100
Amoy Insurance Co., Limited	100
Lanchashire Insurance Co.	100
Butterfield & Swire, Agents	100
Royal Exchange Assurance Corporation	100
London and Lancashire Fire Insurance Co.	100
Carlisle & Co., Agents	100
North British and Mercantile Fire Insurance Co.	100
Holliday Vire & Co., Agents	100
London Assurance Corporation	100
Janire, Matheson & Co., Agents	100
Alliance Fire Assurance Co.	250
Lapraik & Co., Douglas, Agents	100
Phoenix Fire Insurance Company	100
Levy, Alex., Agent	100
South British Fire & Marine Insurance Co.	100
Levy, Alex., Agent	100
Netherland Fire Insurance Company	50
Melcher & Co., Agents	100
Royal Insurance Company	100
Meyer & Co., Agents	250
Norton & Co., Agents	100
Queen Fire Insurance Co., of Liverpool	100
Fire Insurance Co., of 185 of Hamburg	100
General Life and Fire Insurance Co.	100
Russell & Co., Agents	100
Latavia Sea Fire Insurance Co.	100
California Insurance Co.	100
Saunder & Co., Agents	100
Hamburg-Magdeburg Fire Insurance Co.	100
Schmidt & Co., Agents	100
Edmund Schellhaas & Co., Agents	100
Transatlantic Fire Insurance Co.	100
Strait Fire Insurance Co., Ltd., per John Andrew, Agent	100
Northern Assurance Co.	150
Amount of private subscription list	8,125
Total	8,125

The following is the reply forwarded by Mr. Ross to Mr. Coughtrie on receipt of the letter:—

Hongkong, 20th September, 1888.

To J. B. Coughtrie, Esq.,
 Hon. Treasurer of
 "The Ross Testimonial Fund."

Dear Sir,—I beg to acknowledge receipt of your kind letter of the 26th inst., and also the very handsome and most unexpected Testimonial accompanying it, and would ask you to be good enough to convey to the different Fire Insurance Co.'s and gentlemen, who have so generously and substantially shown their appreciation of my services as a Volunteer Fireman, my sincere thanks for their true kindness. It would be affectionate for any true fireman's gift is not welcome for its own sake, yet I will ask you to believe that the kindly words accompanying it have afforded me the deepest gratification. I cannot but regard them as flattering, deeply sensible of my own shortcomings in many ways, it is pleasant to one so completely put aside as I have been to be so pleasantly told that "out of sight" was not at all "out of mind." My volunteer days are cut short, yet, looking back, it affords me some degree of satisfaction to feel that I have attempted to do my duty to the best of my ability, and although my connection with the Brigade has been so rudely severed, I shall watch its future course with sympathy and interest.

Thanking you again for your munificent gift,
 I remain, Dear Sir,
 Yours faithfully,
 W. ROSS.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE ESCAPING CONVICTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
 SIR,—My attention having been drawn to a paragraph appearing in your issue of the 26th ult., concerning the recent escape of prisoners from the chain-gang at Lap-sap-wan, I beg to inform you that you are in error as to the origin of the story. The escape of the convicts was by knocking away her rudder with the steam-launch. Had the idea been Inspector Stanton's would not he have put it at once into practice? But it was not until I personally made the suggestion that any such attempt was made, and my own suggestion was eventually carried out by myself taking the wheel of the Launch.

I am, Sir, &c.,
 H. LEWIS,
 Assistant Turnkey.

Victoria Gaol,
 Hongkong, October 2nd, 1888.

NEWS BY THE AMERICAN MAIL.

The O. & C. S. S. Co.'s steamer *Oceanic*, Capt. J. Metcalf, with the American mails of the 8th ult., arrived in port this afternoon. We take the subjoined telegrams from our San Francisco exchanges:—

NEW YORK, August 31st.
 The ship *Highlander*, that for three years lay in San Francisco harbour awaiting orders, and having been lying idle for two years, has been lying idle near Wall-street ferry, has been sold. The ancient ship was owned by the Stone family of Salem, Mass., great merchants in their day. But one by one their ships became unworthy or were lost. While the *Highlander* has been for sale, the old steamer, who regarded her as an heirloom of the family, set the price of \$30,000 on her. This figure was laughed at, for until two months ago, ships equally good were going begging at half that price; but the recent flurry in oil freights has suddenly increased the value of appropriate shipping at this port. Many offers were made for the vessel through the ship agents, and to

day news comes of her sale at Stone's price, \$30,000. The *Highlander* is twenty years old, but well preserved and a good carrier. Several thousand dollars' worth of repairs will have to be put on her before the insurance people will take risks, and the wharfage bill will amount to over \$5,000.

NEW YORK, September 2nd.
 Congressman Melbourne H. Ford, chairman of the Immigration Investigating Committee, arrived with his family at the Westminster Hotel to-day. He left in the evening for Oriental, Coney Island. Ford expressed himself as greatly pleased with the result of the Boston investigation. The testimony obtained was similar in character to that which was submitted to the committee in this city. Ford stated that if the committee never held another sitting there has been sufficient evidence obtained to satisfy Congress that the present immigration system is a bad one and that there is urgent necessity for new laws limiting the importation of contract labor and for the suppression entirely of the wholesale immigration of paupers to this country. Ford also stated that the remedy to be applied was the system suggested by Powderly in his testimony before the committee. A bill will be introduced providing for a certain number of consular agents whose duty will be to investigate the character of the immigrants desiring to come to this country. This bill will also make it obligatory upon each and every immigrant to announce his intention to the consular agent three months before he sails, so that proper investigation may be made. This will of course prevent the importation of pauper labor. Ford will remain in this city this week, and about September 15th he and the other members of the committee will leave for the Pacific coast.

LONDON, September 2nd.
 The *Standard*, in a savage leader on the fisheries question, says: "It will be well for the President and Government of the United States to remember that Canada is a dependency of Great Britain, and that if the necessity should unfortunately arise she has behind her the guns of English ironclads. If our American cousins fail to understand this allusion; if in deference to the tone of coarse brutality which seems to be a distinguishing feature of their domestic politics they invite us to reply to their insults in a strain they will comprehend, perhaps we may be allowed to remind them of the Trent affair." The *Standard* further says: "If we have to deal with a nation of filibusters let us at least know it. We will tell our American cousins frankly that we have not advanced so far toward ideal Christianity that we are prepared to turn our cheek to the transatlantic smiter."

The *Daily News* says: "President Cleveland doubtless desires redress and Canada may fairly consider what she can offer. The President's message seems to call upon Canada to do herself what England, owing mainly to an unhappy choice of a Commissioner, failed to do for her. Her hands are free and she cannot do better than until the knot which diplomacy has made tighter than ever."

VAN COUVER (B. C.), September 2nd.
 Mackenzie Bowell, Minister of Customs of Canada, arrived last night on the sound, having visited Tacoma from Vancouver. Being asked in regard to the retaliatory measures suggested by Cleveland, he said that with regard to the President's message retaliation would not be regarded as worthy of a statesman; it belonged more to the scope of a demagogue. President Cleveland had been most inconsistent in his conduct. He had taken upon himself to appoint a committee to inquire into the fisheries question, and had accepted the modus vivendi by which the matter was arranged for two years until the Senate could ratify the treaty.

When the fisheries negotiations had been concluded and the award of the commission submitted, the President had recommended its adoption to the Senate, claiming that it honorably settled the various points in dispute between two countries.

The Republican Senate rejected the treaty, and President Cleveland immediately drew up his message of retaliation, charging Canada with a variety of offenses which he before had regarded in the light of just claims, and while Mr. Bowell thought it was merely an electioneering trick, he considered it unworthy the character of a statesman to descend to such a level of sly, especially in the face of previously expressed opposite views.

But who would suffer from retaliation? Not Canada; it would simply add to the self-reliance of her citizens and produce the same effect that the abrogation of the reciprocity treaty in 1864 had accomplished. At that time the farmers of Canada raised stock and coarse grains, for which the United States was the market. The abrogation of the treaty forced them into other classes of farming, and they very soon had a market in England for their dairy products. Canada now exports \$7,000,000 worth of cheese to the English market, and has also in that country an excellent market for cattle and grain.

The endeavor to force Canada into annexation in 1864 created a national sentiment, and she had progressed with great strides during the last twenty years. If the proposed retaliation were put into force it would produce a similar effect to that caused in 1864, and Canada would be the gainer.

The President's policy seemed simply cutting off one's nose to spite one's face. United States carriers transported over \$40,000,000 worth of goods annually for Canada, and the withdrawal of that trade could only hurt the Americans. Much has been said about the use of American waterways granted to Canada. The only serious hindrance that could be thrown in the way of summer traffic would be at Sault Ste Marie. If retaliation were enforced Canada would at once put every man possible on the Canadian " Soo " canal and the work would be rapidly pushed to completion. The difficulty would then be removed and Canada would serenely pursue her course. More carriers would be forced to Canadian ports, and while some disorder would at first be caused Canada would eventually be the gainer and the Americans would be the losers. Retaliation on Canada's part by refusing to permit American goods transit in bond, he thought, would be a foolish policy.

"The statement I saw in the American press the other day," remarked Mr. Bowell, "that the Dominion cabinet had met and decided to back down from its position, is as absurd as it is untrue. The Canada has been manufactured by American correspondents at Ottawa, who, if they can't get facts, telegraph absurdities to their papers."

WASHINGTON, September 3rd.
 The Republicans in the Senate forced a vote on the Chinese Exclusion bill late this afternoon. The ballot revealed that a quorum was not present, and the Senate adjourned upon the motion of Brown of Georgia, a Democrat. There were thirty-two votes cast, and all were in favor of the bill. Under the rules a vote will be the first order of business to-morrow morning, when the bill will be passed unanimously. The Democrats started in to talk the bill over to-day. George of Mississippi rambled through four hours of the most incoherent and desultory talk heard in the Senate for a long time. He thought he would provoke Republicans to reply, but when he got through the Republicans demanded a vote. There would undoubtedly have been a quorum present had it been generally thought that George of Mississippi would have finished to-day. It was quite well understood that the Democrats were talking chiefly for someone's sake, which would seem to show that the *Beagle* was prepared

to passing the measure, and thus fixing the responsibility of delay upon the Republicans in the Senate; but the Republicans, instead of making speeches, demanded a vote, and the roll-call was forced to-day.

Senator Sherman offered a resolution this morning asking the President, if not incompatible with the public interests, to inform the Senate whether the recent treaty with China and the amendments adopted by the Senate have been ratified by the Emperor of China. It was announced by the Secretary of State to-day that the Chinese Government has not yet apprised this Government whether it would ratify the treaty, and that Minister Denby has cabled that he has no information that the treaty is to be rejected. There is great surprise expressed here that the President, after negotiating a treaty and committing himself to it by sending it to China for ratification, should have a bill drafted and rushed through the House violating it before he had heard from China. No such degradation of the Presidency has been witnessed in this country. It is accepted as an evidence of a desperate and hopeless state he feels he is in politically. His free trade ideas are so palpably repugnant to the North that he feels he is doomed to defeat unless he can divert the attention of the public to some other subject.

LONDON, September 6th.
 The only thing worth mentioning about Sophie Eyres' production of "The Riders of the Night" was the bad speech of "The Riders of the Night" by the proscenium box. The audience shouted for him, and he said substantially that while the novel was difficult to dramatize, the version Eyres produced would probably be a success when the rough corners were knocked off. It was the noisiest kind of a first night. The audience in expressions of approval and disapproval was evenly divided.

Archbishop Walsh has forwarded to the head quarters of the National League £52, which he has received from America, Australia and New Zealand in aid of electioneering.

Sir Charles Tupper, in a speech at the Cutters' feast at Sheffield to-night, referred in terms of high praise to the conduct of Joseph Chamberlain in connection with the fisheries treaty. He said that no more acceptable man to Americans than Chamberlain could have been found. With regard to the "somewhat extraordinary" course of President Cleveland, he would say that Canada would never adopt a policy, physical or otherwise, that would be detrimental to England. Canada would act with the fisheries question as its great importance deserved.

DURHAM, September 6th.
 On the occasion of the trial of Redmont at Arthurs town the police charged the crowd of people assembled outside the court. The police clubbed the people with their rifles and dispersed them violently. Many were seriously injured.

PARIS, September 7th.
 A dispatch to the *Times* from Zanzibar says: The Panjani natives to-day resisted the landing of German companies and officers and the Sultan's troops. Shots were exchanged and two Germans were wounded. The German man-of-war afterward bombarded Pangani. The excitement is spreading. Communication with the interior is interrupted.

The Germans, after effecting a landing, drove the Arabs and natives into the bushes. Twenty Arabs were killed. The trouble arose from the procedure of the German East African Company.

The Sultan of Zanzibar has sent an armed force under General Matthews to restore order at Tongo. An English gunboat and the English Vice-Consul are about to go to the scene of the trouble.

NEW YORK, September 17th.
 A cable special to the *Mail and Express* from London says: "No confirmation has thus far been received of the news concerning Afghanistan, to the effect that the Southern Afghans had revolted and that a complication of the Ameer's foreign relations might be looked for. It is hazardous as an explanation of the dispatch to the *Novos Vremya*, which is the only authority for the report, that this was a random shot at mere probabilities, or possibly only a rumor culled from some Eastern newspaper and utilized to make a sensational bit of news. The *Novos Vremya* notices with evident satisfaction that a splendid opportunity is presented by the alleged revolt of the followers of Ishak Khan for dividing Afghanistan between England and Russia. In such a division, says this journal, Ishak's northern provinces, including Herat, would go to Russia, and the southern provinces, under the rule of the present Ameer, Abdurrahman Khan, would go to England. The evident intent of all this helps to throw doubt on the item on which the argument is based.

Much apprehension is felt in St. Petersburg over the rumor that General Boulanger is coming to pay the Russian capital a visit. It is feared that the presence of this demagogue would result in a repetition of the incidents which attended the visit of Paul Desreines, except that they would be on a larger scale, and considerable dread is entertained that such an event would be likely to engender sentiments of resentment towards Russia. On so ticklish a basis stand now the relations of these Powers that a very little thing might destroy their poise.

facts of the wind's movement in cyclones, and it is because the promulgation of such views as Mr. Faye's tends to perpetuate an old and exploded error of fact, that I have put in my protest against them." Of course, this protest from such an authority as the head of the Meteorological Department in India, and the indisputable evidence from authentic records which he puts forward in support of it, dispose of, and should be the death blow to, the right eight point theory of, Mr. Blanford well denominated him, "that great pioneer of storm science"—Piddington:—a theory, however, which unfortunately still has its trusty advocates and passive followers. So deeply is this "old and exploded error of facts," the eight point theory of storms, rooted in the minds of some, that, ignoring the reiterated warning voice of science, they will have none other. Do they lean towards it because it is so very simple to look at on paper, and so easy of application? I fear that is not the truth of it. So very easy, that Piddington somewhere in his writings says of a certain old salt, whose ship had been dismasted in a cyclone: that if even a junior P. and O. Company's midshipman had the handling of his vessel she would have come through the storm scatheless. (The P. and O. midshipman, it must be presumed, having been schooled in Piddington's theory.) A reflection, which we, with our more extended knowledge now perceive was very hard on the old experienced captain. Yet, there is the proclaimed peril of using this theory staring mariners sternly in the face.

It would seem, according to the evidence produced by Mr. Blanford as above quoted, that it is not so easy a matter, after all, for a vessel, even if she has plenty of sea room, especially one propelled by sail alone, to escape the centre and rear hurricane wind when once involved in one of these storms in the north of the Bay of Bengal, and perhaps this is one reason why we find so many vessels come to grief which should, according to the eight point theory, have run clear.

But there is one more cogent element of trouble and danger besetting the anxious mariner, which, although taken note of in Mr. Peller's recent report on the meteorology of the Bay, is not generally considered when judging, as Piddington used to do, of a shipmaster's proper or improper management of his vessel in a cyclone; and which will probably account for the numbers of vessels, perhaps widely separated before the cyclone came on, which unaccountably get foul of the comparatively small space called the "eye of the storm" as it progresses on its fell course; and so have to bear the brunt of the dreaded rear hurricane wind from south-west or west: that is, the great draught towards the centre of the very waters in which they float.

This whirling draught, drift, or set of the sea, is on the move long before even the air motion above has gained force enough to impel it, as is so well shown by the westward set at the Hughli Pilot Station, which usually gets up some time before every cyclone in the Bay, whether far or near. But the worst of it is, when the vessel is out of sight of any fixed object, or the skies are overcast so as to preclude sights being taken, the force and direction of this inward rushing is not calculated and allowed for in the dead reckoning as a "course and account" should be taken of the gale is over, and a sight can be taken, that the Captain is very much astonished to find his vessel's position is so far out of her dead reckoning.

I myself as a pilot have experienced this perplexity on more than one occasion at the head of the Bay; and, besides, the published records and logs of vessels involved in these storms show this whirling in of the sea most conclusively. Mr. Blanford's rules for finding the bearing of the centre of storms are evidently calculated to suit all winds; but some account should be taken of the fact that in and off the Hughli river at least, whether the cyclone is passing up to the eastward towards Chittagong, coming straight on towards the Hughli, or passing across the Bay to the westward towards False Point, or Balasore, the first wind blows invariably from north-east until the hard part of the storm is close upon you. No special reason has yet been advanced as to why this should be the case; yet so it undoubtedly is; as was noticed first by the late Mr. Wilson concerning a cyclone some years back; and as the meteorological registers and logs of ships during inter storms will show, and which, years ago, I drew attention to in my little book *The Sailor's East Indian Sky Interpreter*.

Some authorities of the present day advise, when caught in a cyclone, that vessels should run with the wind more or less on the starboard quarter in the Northern Hemisphere; and taking into consideration the now generally acknowledged wind's incurvature, and the great inset of the sea which I have drawn attention to above, there is no safety but with the wind on the starboard beam; always provided, of course that circumstances of smooth water and sea-room allow of it. As a decisive proof of the advisability of this plan, I may mention that I was in pilotage charge of an inward bound sailing ship on the immediate advent of, and during the Midnapur cyclone of June-July, 1872, in which my brother, also a pilot, lost his life, on the foundering of his storm-battered ship, the *Rothsay*, in Balasore Bay. Starting from the Pilot's Ridge on the morning of the 27th of June, under close reefed topsails and with squared-in yards, we stood away on a S. by E. course, with a hard W. S. W. gale blowing (wind on starboard beam), for 36 hours; and by so doing raising the barometer falling barometer from 29.5 to 29.0 inches, and, as expected, getting into more moderate weather. But at the end of that time, or by 6 p.m. of the 28th, as I afterwards learnt, the Pilot's Ridge Light Vessel had broken adrift in a hurricane, and her barometer had fallen to 28 inches.

We found the inset of the sea first along the tails of the outlying reefs of sand to the westward and W. S. W.; enabling us on the 26th to work the ship over to the Pilot's Ridge against the wind without much difficulty; and then to the southward, and eventually to the eastward. Although we were close hauled from the afternoon of the 28th, with wind strong from W. S. W. to S. S. W., and under good sail all the while; yet, instead of finding ourselves, as we thought to have done, well to the south-west of the Eastern Channel Light after the gale had somewhat subsided on the 1st of July, we were actually some 80 miles E. N. E. of our dead reckoning, even to the eastward of the Swath of No Ground in 65 fathoms green mud and sand.

While we were running away S. S. E. with a W. S. W. gale, on the afternoon of the 27th June, and throwing the deck logs of subsequent observations, somewhere south of the latitude of False Point, my brother, in the ship *Rothsay*, and two other vessels, were being towed out to sea from Saugor with moderate or light northerly and N.E. rain squalls.

According to Mr. Wilson's official report of this cyclone, it was calculated to have formed and developed somewhere between the Eastern Channel and Muthah Light Vessels; and to have travelled westward at the slow rate of five miles an hour. My brother and his fourteen castaway companions (none of whom reached the shore alive), passed through the storm's central calm on their raft on the 30th of June, somewhere in the northern part of Balasore Bay. "Look to leeward for the weather," is the old Dutch sailor's advice, and doubtless there is a power of wisdom in the old saw, which seems to chime in better with the modern theory of eleven to twelve points, rather than with the old eight point theory. And whilst thanking Mr. Blanford for his latest valuable contribution on mariners

meteorology as set forth in his letter above alluded to, and looking forward to his promised forthcoming work on the weather and climates of India, I would point out that his directions about finding the bearings of the centre of cyclones of the Bay of Bengal seem to be just a little perplexing to some who read them, when he speaks, as he does, of the wind being three and four points before the beam, while referring to a human being standing with his back to the wind. &c. Of course, what is meant is, supposing a vessel has her stern to the wind, or running with the wind right aft, the centre will be three and four points before the 'port' beam; or in other words, if the wind is, say, N.E. by N., the centre of the storm will bear S.S.E. or S. by E. and not S.E. by E., as it appears to be still stubbornly taught by those who should know better.

A vessel in the Northern Hemisphere on the starboard tack, unless she happens to be sailing on the same course as the storm, and slower than it is travelling, is invariably going out of bad weather into finer, and out of bad into worse weather when on the port tack. As one of the physical results of the spiral circulation of the air currents above a cyclonic storm, in which each higher cloud stratum (and I have often observed three distinct cloud sheets acting thus) is seen to come more from the right than that below it, we find at a fact that nearly all well formed arched squalls, such as our northwesterners in Lower Bengal, and even the famous but cruel *Eurydice* squall at the back of the Isle of Wight some years back, strike the surface from some direction more or less to the right of the wind which they displace, so that a ship on the starboard tack caught in an arched squall in the Northern Hemisphere always "comes up" in it; and one on the port tack "breaks off" or is caught aback in it.

But much has to be said with regard to this rule of keeping the wind on the starboard beam, with a view of hastening the vessel's distance from the centre and from the hurricane belt of a cyclone. In the first place, on the left hand semicircle, each squall, as we have above noticed, bursting down from aloft comes from the right hand of the surface wind which it displaces, and the vessel necessarily comes up in it, provided the storm is stationary, or is not fully developed; but if it has obtained much velocity its onward progress will counteract this effect; and the wind will remain stationary in direction, or the ship will actually "break off" and consequently, be more and more in the "trough of the sea," a position sometimes critical for a ship if she is deep laden, and a high cross sea is running, as there probably will be under the circumstances. In this case the only alternative left open to the shipmaster is to reduce his sail that the vessel will not foreach, (or lay to) on the port tack, and wait until the storm passes on.

But on the right hand semicircle the case is very different, and the starboard tack rule is the proper one to adopt both with regard to the wind-shifts and also to the fact of the vessel always coming more and more 'head on' to the sea, an all important consideration.

Dr. W. Döbereiner, the famous meteorologist, well says in his little pamphlet *The Law of Storms*—

"The master of a vessel, after encountering a severe typhoon, has often to undergo the vexation of seeing every manoeuvre of his subjected to the comments of those unaware of the hundreds of things he has to take into consideration beside the law of storms, and who were comfortably ensconced in their houses, while he was experiencing the typhoon with its fierce gusts, interrupted by the, if possible, more ominous falls, during which he cannot see three ships' lengths before him, the mountainous waves in which his good ship is but a 'cockboat,' the loudest shouting inaudible, drowned in the roar of the tempest, boats and everything movable having been washed overboard, rudder gone and perhaps one of the masts thumping at her bottom, while the seas threaten at every moment to swamp the ship." So too, let us be charitable and learn to withhold censure even though it may seem the hapless shipmaster has erred in his judgment. We are all sometimes very wise after the event.—S. R. ELSON, in *Englishman*.

Today's Advertisements.

ZETLAND LODGE.
No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, 3rd October, at 8.30, for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.
Hongkong, 3rd October, 1883. [972]

THE PUNJON AND SUNGHEE DUA SAMANTAN MINING COMPANY, (LIMITED).

NOTICE.
FURTHER advice from the MINES being expected per Steamship *Wingang* on the 5th instant, it has been thought advisable to POSTPONE the MEETING of SHAREHOLDERS called for October 5th until MONDAY, the 8th instant, at 4 P.M.

A. O. GOURDIN, Secretary.
Hongkong, 3rd October, 1883. [991]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AUCKLAND, WELLINGTON, CHRISTCHURCH AND DUNEDIN.
THE Steamship
"TAIYUAN,"

A. Vardin, Commander, will be despatched as above on SATURDAY, the 6th inst., at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd October, 1883. [964]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship *OCEANIC*.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
CHS. D. HARMAN, Agent.
Hongkong, 3rd October, 1883. [990]

Masonic.
PERSEVERANCE LODGE OF HONGKONG.
No. 1165.

A N EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, TO-MORROW, the 4th instant, at 8.30 for 9 P.M. precisely.
Hongkong, 2nd October, 1883. [989]

Amusements.
THEATRE ROYAL, CITY HALL HONGKONG.
SATURDAY,
the 6th October, 1883.

THE AMATEURS OF ST. PATRICKS HALL, and MEMBERS of the 58th, LILY MINSTRELS, will give A GRAND VARIETY ENTERTAINMENT for the Benefit of the Widow and Family of the Late CORNELIUS PEREIRA, Assistant Warden, V.G., who lost his life in the execution of his duty with the Chain-Gang.

Under the distinguished Patronage of H.E. SIR WILLIAM DES VOEUX, K.C.M.G., Governor of Hongkong.
H.E. Lieut-General CAMERON, C.B., Commanding Troops Hongkong, China, and Straits Settlements.
Major-General GORDON, Superintendent of Victoria Gaol, Hongkong.
Colonel CRATER, C.R.A.
Colonel D. G. ANDERSON, 58th Regiment.
Doctor AYRES, Colonial Surgeon, and Officers of the Garrison.

PRICES OF ADMISSION:—
Dress Circle \$2.00
Stalls 1.00
Pit 0.50
Men in Uniform half price to Stalls and Pit.

Tickets can be obtained at Messrs. KELLY & WALSH, LIMITED, where a plan of the house can be seen.

Accompanist.....Mr. W. COLBORNE.
Stage Manager.....Mr. P. P. WARNER, R.A.
Secretary.....Mr. F. J. SMALL, R.N.D.Y.

To whom all communications may be addressed.

COMMITTEE:—
Mr. J. QUINN, Victoria Gaol.
Mr. W. H. FOLKES, Victoria Gaol.
Mr. H. R. PETER, Victoria Gaol.
Mr. J. P. MCCARTHY.
Mr. C. A. PHILLPOT.

By kind permission of Col. ANDERSON and Officers, the Band of the Regiment, under the Conductorship of Mr. MORAN, will play during the interval.

Doors open at 8.30, to commence at 9 P.M.

GOD SAVE THE QUEEN.
Hongkong, 3rd October, 1883. [986]

Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "JAPAN" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 7th instant, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 6th instant.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.
Hongkong, 1st October, 1883. [987]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
STEAMSHIP "GLAMORGANSHIRE" FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th prox., or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.
Hongkong, 27th September, 1883. [937]

NOTICE TO CONSIGNEES.
STEAMSHIP "ABYSSINIA," FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA AND KOBE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 3rd prox., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 3rd prox., or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.
Hongkong, 27th September, 1883. [936]

Auctions.
GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,
the 8th day of October, 1883, at 4 P.M., are published for general information.
By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st October, 1883. [979]

Particulars of the letting by Public Auction, to be held on MONDAY, the 8th day of October, 1883, at 4 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, or a term of 999 Years.

No. of Registry	No.	Locality.	N.	S.	E.	W.	Contents in Annual	Rate	Upset
1	61	Island Lot Robinson Road/Fet Street steps	100	100	100	100	50	50	60
							500	20	60
							500	20	60

GOVERNMENT NOTIFICATION.
THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

TUESDAY,
the 9th day of October, 1883, at 5 P.M., are published for general information.
By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st October, 1883. [980]

Particulars of the letting by Public Auction, to be held on TUESDAY, the 9th day of October, 1883, at 5 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

No. of Registry	No.	Locality.	N.	S.	E.	W.	Contents in Annual	Rate	Upset
1	63	Building Lot Magistrate's Office	237	345	202	240	54.23	200	54.10

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. S. E. SHELLIM in our Firms here and in China ceased on the 1st January last.

DAVID SASSOON, SONS & Co., Hongkong, 1st October, 1883. [983]

NOTICE.

DURING MR. DENT'S absence from Canton, Mr. CHARLES JULIUS LAURENTZ and Mr. FREDERIC O'NEILL SEATON are authorised to sign for HERBERT DENT & Co. by procuration.

HERBERT DENT & Co., Canton, 20th September, 1883. [993]

To be Let.
TO LET.
ROOMS in "COLLEGE CHAMBERS," GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 12th July, 1883. [992]

Intimations.
WANTED TO HIRE, A SAILING BOAT
not exceeding 3 tons.
Address—Stating terms per month.
Office of this Paper.
Hongkong, 2nd October, 1883. [990]

WANTED.
A CLERK for the HONGKONG HOTEL; a European preferred.
Apply to C. M. ROBERTS, Manager.
Hongkong, 28th September, 1883. [970]

WANTED TO PURCHASE.
A GOOD Second-hand full-sized ENGLISH BILLIARD TABLE, with BALLS, CUES, etc., complete.
Apply to M. P., c/o Hongkong Telegraph Office.
Hongkong, 25th September, 1883. [915]

MACAO.
WANTED to purchase, in a good situation in Macao, Small FAMILY RESIDENCE commanding a sea-view. Price must be Moderate. Apply with full particulars, by letter only, to W. H., c/o Hongkong Telegraph Office.
Hongkong, 25th September, 1883. [954]

NOTICE OF REMOVAL.
THE Undersigned have This Day REMOVED their Office from Stanley Street to No. 49, Wyndham Street.
J. J. DOS REMEDIOS & Co.
Hongkong, 1st October, 1883. [984]

NOTICE.
FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BROWN LARD in BLADDERS, FRESH and PICKLED ENGLISH PORK, SAUSAGES, &c.

ALSO, BEEF in JOINTS and CORNED BLACK PUDDINGS, PORK and GAME PIES.
S. R. GALE.
Shanghai, 21st September, 1883. [982]

NOTIFICATION.

THE Drill Season of the HONGKONG VOLUNTEERS, 1883-9, will commence on the 1st October.

Surgeon CAPTAIN will attend at Head Quarters EVERY FRIDAY EVENING at 6 O'CLOCK when gentlemen desirous of joining can be enrolled, if found fit.

It will be greatly to the advantage of new members joining as early in the month as possible; by doing so they can attend sufficient drills to enable them to pass inspection in marching and carbine exercises on or about the 30th October. This applies also to last year's recruits. It will be necessary to pay strict attention to these drills to pass the inspection. Dates of Drills, &c., will be issued by 'Express' later on.

By Order, J. D. ANDERSON, Lieut., R.A., Adjutant, Hongkong Volunteers.

Head-Quarters, Hongkong, 22nd September, 1883. [942]

ROSE & CO.
BEG to inform the Residents of Hongkong and Out Ports, as they have disposed of their Business to the HALL & HOLTZ CO-OPERATIVE COMPANY, and as they are leaving the colony at an early date, ALL ACCOUNTS owing to them are requested to be paid by the 1st of October next, and ALL CLAIMS against them to be sent in for collection at once.

ROSE & Co., Hongkong, 21st September, 1883. [939]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, on WEDNESDAY, the 10th October next, at Half-past Three O'clock, for the purpose of receiving the Report of the Directors, together with Statements of accounts for the year 1882 and for the half year ending 30th June, 1883.

The TRANSFER BOOKS of the Society will be CLOSED from the 1st to the 10th October, both days inclusive.

By Order of the Board, N. J. EDE, Secretary.
Hongkong, 28th September, 1883. [971]

CHINESE IMPERIAL GOVERNMENT 7 PER CENT. SILVER LOAN OF 1886.

LOAN E.
FOURTH HALF YEARLY DRAWING.

NOTICE IS HEREBY GIVEN, that in conformity with the Supplication contained in the BONDS of the LOAN, the following Numbers of Bonds to be paid off at par at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, and at other Offices of the Bank, at the current rates of Exchange for demand bills on Shanghai on the 30th day of September, 1883, when the interest thereon will cease to be payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of WILLIAM HENRY GASKELL, Acting Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.
17 BONDS Nos.:—
95 376 506 587
592 805 838 1048
1432 1601 1789 1840
1903 1916 2102 2534
3912

For 250 Shanghai Taels, each—4,250 Shanghai Taels.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

W. H. GASKELL, Acting Chief Accountant.

Counter-signed, A. P. STOKES, Notary Public, Hongkong.

Hongkong, 20th August, 1883. [969]

Intimations.
NOTICE.
CRUICKSHANK & Co., LD.

AN INTERIM DIVIDEND at the rate of Six per cent, or Three Dollars per Share for the six months ending 31st August, will be paid at the HONGKONG AND SHANGHAI BANKING CORPORATION on or after the 5th October. Shareholders are requested to apply at the Office of the Company for their Dividend Warrants.

The TRANSFER BOOKS of the Company will be CLOSED from 30th inst. to 4th October, both days inclusive.

WM. CRUICKSHANK, General Manager.
Hongkong, 27th September, 1883. [966]

FOR HIRE.
THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

For particulars, apply to CRUICKSHANK & Co., LD., Hongkong, 17th August, 1883. [961]

ABRIDGED PROSPECTUS OF THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

INCORPORATED UNDER THE COMPANIES' ORDINANCES 1863 TO 1886 OF HONGKONG.

CAPITAL.....\$200,000.
Divided into 4,000 Shares of \$50 each, of which 600 are fully paid-up Shares and allotted, 2,400 have been applied for and will be allotted, and the remaining 1,000 are offered to the Public and are payable as follows:—

\$10 on application, \$10 on allotment, \$5 on the 31st December, 1883, and the remaining \$25 when and as the same shall from time to time be called up under the provisions contained in the Articles of Association of the Company.

DIRECTORS:
J. D. HUMPHREYS, ESQ.
D. NOWROJEI, ESQ.
E. C. L. REUFER, F.R.S.
A. FINDLAY SMITH, ESQ.
E. L. WOODIN, ESQ.

BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

ARCHITECTS:
MESSRS. DANBY & LEIGH.

SOLICITORS:
MESSRS. WOTTON & DEACON.

THE COMPANY has been formed for the purpose of purchasing from the Vendors, the site of the AUSTIN ARMS at VICTORIA PEAK, Hongkong, Farm Lot No. 54, for the sum of \$50,000 (of which the Vendors agreed to take \$10,000 in fully paid-up Shares in the Company) and erecting thereon and keeping a large FIRST-CLASS RESIDENTIAL HOTEL, and also of purchasing from the Vendor, certain other pieces of ground at the Peak, registered as the remaining portion of Rural Building Lot No. 18 and Rural Building Lot No. 60 for the sum of \$50,000 (of which the Vendor agreed to take \$10,000 in fully paid-up Shares of the Company) and erecting thereon and letting a terrace of 11 Houses.

MAILS EXPECTED.

NO. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [55]

Printed and Published by ROBERT FRASER SMITH,
No. 2, Fraser's Hill, in the City of Victoria, Hongkong.